A Saddening Shrine-Bristol's Churls and Consistories-Redeliffe Church, Its Famous Muniment Room and the Chatterton Cenotaph-Historic Hints and Noble Names.

[Copyright, 1892, by Edgar L. Wakeman.] BRISTOL, England, July 11.-The name, the birth spot and the shrine of Chatterton are all that will ordinarily impel the traveler to turn aside from pleasanter English sights and scenes to loiter in the matter of fact old city of Bristol.

Above its hard, dank streets, its grimy smokestacks and harbor spars, at the whim of the Severn tides overtopping its tallest warehouses or again disappearing below its mossy, crumbling quays, the one name, more sad and clear and luminous than all other acts or facts in its history, seems to conjure all else of civic, commercial, ecclesiastic or literary interest in the ancient seaport's moldy past.

And what a marvelous proof is here of the overshadowing quality of literary fame. It seems to me to furnish one of the most impressive illustrations known to

Chatterton died Aug. 24, 1770, before he was eighteen years of age. Yet this stripling, starved in Bristol and hounded to death by indifference and desperation in London, in what had been done by his pen from the time he was ten years old to the morning they found him dead in the London garret and pitched his poor body into the Shoe Lane workhouse potter's field, cut higher and deeper niches in the adamantine walls of fame than all other of the millions who have lived and died in Bristol. More has been felt, said and written about this one delicate lad, his misfortunes and achievements, than altogether has ever been produced or compiled by or concerning Bristol or Bristol folk.

Something like the canny and almost brutal suspicion and watchfulness of Chatterton's attorney master, of infamous memory, John Lambert, has always pervaded the town in its attitude to the memory of Chatterton and to those strangers who come to Bristol with sad and tender thoughts of the boy poet. From the first vindictive efforts to uphold the currish Walpole's defamation of the dead boy in his own defense to almost the latest Bristol publications on Chatterton, the effort has been ceaseless to befoul his character and disparage his achievements.

Ecclesiastical consistories, animated by inconceivable venom, hunted the very memory of the lad to perditionary finality, so far as their little power could go, fighting bitterly to the last the erection of a monument to his name in the churchyard of Redeliffe church, until nearly 100 years had elapsed from the time of the poet's death before this paltry requital was forced upon Bristol, while 10,000 travelers every year come here, and especially to the beautitul church of St. Mary of Redcliffe, because of Chatterton's association with the latter, to one who comes to see Bristol or Redcliffe on their own account; and still the hard old civic and ecclesiastic heads are blind to the world's judgment of themselves and Chatterton.

Mournfully ludicrous does this feeling display itself to strangers, even to this day. If you are in charge of guide or friend he will insist on your visiting the potteries, the downs, the docks, the Avon bridge, the place where Sir Humphrey Davy had charge of the pneumatic institution in Dowry square; the council house, rich in ancient parehment lore, unique old charters and somber pictures by Kneller and Vandyck; the museum and a peep at the famous miniature likeness on ivory of Oliver Cromwell; the ancient stone images of Brennus and Belinus, Bristol's tutelar deities, removed from an ancient church to their present place in the old city gate-way arch in the Fourteenth century; to that wonderful old Norman archway in the gateway leading into lower College Green, and to scores more places and objects of modern and antiquarian interest. But he will never have a word or a moment to devote to your longings regarding the personality of and objects associative with Chatterton.

Most curious of all was the conduct of the verger of the Redcliffe church, which owes its chief notoriety and its richest offerings to its hateful hostility to Chatterton, his triffing association with its old muniment room and the miserly Chatterton cenotaph within its churchyard close. He labored three mortal hours to impress the wonders of Redcliffe church upon me. Inconceivable eloquence flowed from his fervent lips. I would occasionally pleasantly intimate that I believed it all, was willing to credit more, but most wished to visit the old muniment room, whereupon the storms of descriptive eloquence would break forth anew.

Something in the hushed quiet of the place, the hopelessness of ever coming to see what I longed for most, and the sustained notes of his chant about the worthies whose dust was beneath us and their wondrous deeds and gifts to St. Mary's, furnished an uncontrollable somnolence. finally sank into a pew in an attitude of deferential interest, bulged my eyes to the limit of human endurance, and with this wonderful human talking machine in regular pulsations growing to giant's size and diminishing to the stature of a pygmy declaiming before me, refreshing slumber

I awoke with a start as the verger shook me and upbraided me with the charge that he could not interest me in this "prince of English churches." I pressed a half crown upon him and again timorously hinted something about "the Chatterton muni-ment room." As if in a frenzy of despair at the perversity of all humankind, he flung me a key, motioned tragically toward the inner stairway leading to above the north porch, covered his heated face with his hands and actually burst into tears.

Poor old man! thought I, as I groped my way over brasses, beneath effigies and in and through gleaming chantries to the winding stone stairway; on his weak and burdened shoulders also rests the same old mountain of pretense and lie of a century's belittlement of that one little lad who alone has given them all something of the

radiated effulgence of his deathless name. But at last I stood alone within what seems to me to be the most tenderly interesting relic in Bristol. It is entered through two massive narrow doors from the stairway. The room is hexagonal in form, low, perhaps twenty-five feet in di-ameter, and lighted by forty narrow, unglazed windows. The stone floor rests on the groined arches of the exquisite porch below and huge beams of well preserved

oak form and support the ceiling. It did not seem a dismal spot to me. On the contrary, one could imagine a no more reposeful and retired place for his own day dreams or those of such a gentus as Chatterton. Pleasantly came the sounds of the street through the open windows; sweeter still were now and then wafted the organ notes and voices of the singers engaged below in vesper service. The open, rotting and discarded muniment coffers, or "cofres," are still here. No one knows their age. It must be very great. But these veritable ancient chests were the ones whose contents, first largely pilfered and scattered by the parish authorities themselves, furnished Chatterton with the impulse and means of attracting public attention to his own compositions, to appear in the guise of antique manuscripts from the pen of the fictitious monk Rowley, the whole the creation of his own fertile brain. One must confess to a strange sense of

nearness to this poor ambitious boy when standing among these empty old coffers. The picture of his pale, eager face half hidden among the musty parchments flashes upon one almost as if with certain recognition. Here he came times without number and delved and toiled and dreamed. As I stood there, held and fascinated by the flood of associations of the place, a vagrant bird of gray plumage flew into one of the narrow splayed windows, wheeled round and round beneath the oaken ceiling, and suddenly alighted upon one of the rotten old boxes. Turning its head to the right and left and settling its plumage, it pecked a few times upon the coffer with a sharp, echoing sound. As suddenly it rose, perched upon one of the oaken braces, uttered a few notes of saddening melody, and in an instant, like a dart of light piercing the outer light, had swept away-fitting type of him who had come for that brief time, pecked for a mo-ment at the dark, dead age behind him and sung and flashed into the outer light of immortality.

There are few other Chatterton memorials in Bristol. The Colston hospital, or school, where he had secured nomination as a charity scholar, was removed to the old episcopal palace at Stapleton over a quarter of a century ago. The building in which were located the offices of John Lambert, attorney, to whom Chatterton was articled as apprentice, is still standing in Corn street. The place where the boy poet was born, in Pile street near its con-junction with Thomas street, is immediately opposite the north side of Redcliffe church. It is a dreary, mildewed spot to-day, though the old buildings are supplanted by others. A free school is still conducted at the place by a weazened spinster. The yard is narrow, damp and dank; the structure is damp, and dank and narrow; and the little tots whom I saw leaving the place are ragged, pinched and squalid.

Between this place and the church opposite, upon the hill, within the churchyard, though not within "consecrated" groundfor though churches sing the boy poet's hymns and this church received the Colston boy into its saving embrace through confirmation, ecclesiastic intolerance insists upon his damnation on the ground that he died by his own hand and an "infidel"stands the monument to his memory. Redcliffe church, more dishonor to it, forbade its erection within the edifice, where lie in pompous state the remains of libertines and traders in their fellow men.

After the bitterest of struggles on the part of the poet's friends this cenotaph was finally put in place outside the church, be-tween the tower and the muniment room, so intimately associated with his youthful dreams and struggles. But repairs upon the north porch soon gave an excuse for its removal, for it was discovered that the monument impinged on "consecrated" ground. Then it was taken to pieces and bundled away.

After years of further struggles with bigoted consistories it was finally re-erected where it now stands, near the northeast entrance, just within the churchyard green. But even then these fine folk of the cloth turned the face of the statue surmounting the cenotaph away from Redeliffe church. And that was well. Chatterton, with his back to Redcliffe church, his tiny face half in smiles, gazing affectionately down upon his birthplace across the way, is fitting enough satire, while stone may last, upon the intolerance and vindictiveness thus so aptly recalled and emphasized.

The figure is represented in the habiliments of a Colston schoolboy-a muffin cap with band and ball, a coat with long plaited skirt, a leathern belt, corduroy kneebreeches and rough ribbed stockings. The left hand holds an open scroll, upon which is written, "Ælla, a Tragedy." one of the monument's niches is a torn or severed scroll, with the legend, "The Poems of Rowlie." While the chief panel bears the words from the poet's own pen, writ-ten half in jest, half in earnest, but incom-parable in their aptitude: "To the memory of Thomas Chatterton. Reader, judge not, if thou art a Christian. Believe that he shall be judged by a superior Power. To that Power alone is he now answerable."

As I stood regarding the cenotaph the afternoon sun swept around the lofty spire of Redcliffe church. Its rays filtered between the slender spires and pinnacles at its base, and fell upon the cenotaph, lighting it up wondrously. Then a huge cloud, flapping its sable wings up from the Bris-tol channel, darkened the scene and the grimy city for a moment. It was for a moment only; for the sun burst through again and held its place gloriously. So, I thought, as I turned away, will it be with the name and fame of this little lad to whom the godly of Bristol have been so pitilessly ungenerous.

If something like a resentfulness and heartache did not come at every turn when seeking for kindly Chatterton shrines, one would be deeply charmed and interested in the antiquarian, historic and literary reminiscences of this fine old Bris-

Cabot, who should be equally honored with Columbus, sailed on his voyage of American discovery from this port. The Great Western, the first steam craft to successfully demonstrate the practicability of steam navigation between the two continents, was built and manned at Bristol. The great Burke, "friend of America," represented the city in parliament, and the unhappy ex-Empress Eugenie was once a schoolgirl here.

I have come upon names and local reminiscences of nearly sixty really noted men and women of letters who were born in or for a time lived at Bristol. Defoe frequented its Red Lion and Selkirk for a time lived in St. Stephen's parish. Hugh Conway was born and Canon Kingsley educated here. Hallam came out of its grammar school and Hume was a Bristol merchant's clerk. The author of "Butler's Analogy" was bishop of Bristol; Hannah More, though living most of her life at Barleywood, a few miles distant, was born in and died at Bristol; the Porter sisters Mary Robinson and Amelia B. Edwards, were all Bristol women, while a charming book could be alone written on the early careers of Southey and Coleridge, both be gun in Utopian dreams of Pantisocracy in this grimy yet rich and mellowold west

of England seaport town. EDGAR L. WAKEMAN.

Occult Superiority of English Schools. Among the things which no American is supposed to understand is the constitution and government of an English public school. Probably nothing short of being educated at a public school will ever explain that mysterious substitution of pub lic spirit for magisterial discipline which is the essence of the English system, and even by those who have been so educated it is a thing rather to be felt than described.

It depends, among other things, upon hitting the golden mean with regard to numbers. The perfect school will be neither too large nor too small. At the present moment there is no single room in Eton which will contain the whole school, and even now the unit to be considered is the house and not the school. Indeed, with regard to the majority of English schools, the question which an anxious parent now asks is not whether the school is a good one, but whether the house which is to receive his son bears a good or a bad reputation, nor do the school authorities always recognize their responsibility to see that the houses are good.—Pall Mall Gazette.

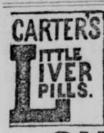
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is the bane of so many lives that here is where we make our great boast. Our pills cure is while others do not.

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and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vtals at 25 cents; five for \$1. Sold everywhere, or sent by mail.

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OFFICE OF THE
RECEIVERS OF THE RICHMOND AND DANVILLE RAILEOAD COMPANY.
1500 PENNSYLVANIA AVENUE,
WASHINGTON, D. C., July 22, 1892.

THE MASTER HAVING COMPLETED HIS
examination of the accounts, the feceivers are now prepared to pay all MATERIAL and SUPPLY BILLS, evidenced by
youchers (including those represented by RIAL and SUPPLY BILLS, evidenced by vouchers (including those represented by note), for Material and Supplies furnished since December 18, 1891, as directed by the court. Heceivers' vouchers will be mailed immediately to parties in whose favor made and will be paid on presentation to JOHN W. HALL, treasurer of the receivers, at WASH-INGTON, D. C.

Parties holding notes or acceptances of the company should forward same to the Treasurer, who will remit such amount as has been approved by the Masters and will return such motes or acceptances, with such parments indorsed thereon.

This applies only to Material and Supplies

dorsed thereon.

This applies only to Material and Supplies furnished the property now in the hands of the Receivers.

F. W. HUIDEKOPER.

REUBEN FOSTER.

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JOHN H. MONTAGUE, President. H. A. WILLIAMS, Cashier.

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Thomas N. Carter,
John C. Shafer,
John S. Jackson,
Joseph Hall,
B. C. Wherry,
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UNDIVIDED PROFITS. \$194,048.57. Collection facilities unsurpassed items collected at most reasonable rates on any part of the world especially on points in the Virginias and Carolinas. Interest allowed by special agreement. New York correspondents: National hank of Commerce, United States National Hank. Western National Bank, Third National Bank and Tradesmen's National Bank.

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Foreign exchange bought and sold.
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THOMAS BRANCH & CO., BANKERS AND BROKERS 1101 MAIN STREET.

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EXCURSIONS, &c.

BLUES' SELECT MOONLIGHT. THE RICHMOND LIGHT INFANTRY BLUES will give one of their SELECT MOON. LIGHTS on the steamer Ariel THURSDAY EVENING, July 18th. Tickets may be had of members of the company only. The steamer will leave her wharf at 7:30 o'clock. 1724-45

AUCTION SALES_Future Days.

By Chewning & Rose, Real Estate Agents, Auctioneers and Brokers, No. 6 north Tenth street.

IN THE CHANCERY COURT OF THE CITY OF RICHMOND, DECREE OF JULY 15.

Chewning & Rose, plaintiffs, against
Robinson et als., defendants, and Stewart against Robinson et. als.

COMMISSIONERS AUCTION SALE OF A FRAME STORE, NUMBERED 825 WEST LEIGH STREET:

ALSO A FRAME DWELLING ADJOINING THE ABOVE ON THE EAST AND NUMBERED 803.

In pursuance of the decree in the above-mentioned suit, the undersigned, thereby ap-pointed for the purpose, will sell by suction, upon the premises, on

FRIDAY, THE 29TH DAY OF JULY, 1892, FRIDAY, THE 29TH DAY OF JULY, 1892, at 6 o'clock P. M., the real estate as above numbered, lying and being in the city of Richmond. Va., on the south side of Leigh street, at its intersection with the east line of Graham street, fronting 31 feet 6 inches on the southern line of Leigh street and running back between parallel lines 97 feet to an alley. This store property, in the occupancy of a live business man, can easily be brought to the front, as it is situated in a thickly settied section of the city, where both rents and business are good.

TERMS: One-third in cash, the residue in

section of the city, where both rents and oness are good.

Texas: One-third in cash, the residue in two equal installments at six and twelve months from day of sale, the burchaser giving negotiable notes, with interest from day of sale, and the title to be retained until the whole purchase-money is paid and a conveyance is ordered by the court.

I. O. WENDENBURG,
SOLL CUICUINS,
HARVEY WILLSON,
WILLIAM ELLYSON,
Special Commissioners.

Chewning & Bose, plaintiffs, against Robin-son and als., defendants, and Stewart against Robinson and als.—In the Chancery Court of the city of Richmond. L Charles W. Goddin. clerk of said court. certify that the bond required of the Special Commissioners by the decree in said causes of July 15, 1892, has been duly given. Given under my hand this 19th day of July, 1892. CHARLES W. GODDIN, 1923-td Clerk. 1892. jy23-td

> By J. Thompson Brown & Co., 1112 Main street.

TRUSTEE'S SALE

FIRST NEAR NEW VIADUCT

By virtue of a certain deed of trust from William Wood and J. H. Smith and their wives to the undersigned trustee, dated January 12, 1802, and recorded in the Richmond chancery Court, Deed Book 145 C, page 439, to seeme a certain negotiable note therein described, and default having been made in payment of same and being required by the beneficiary so to do, I will sell at public auction, on the premises,

MONDAY, AUGUST 15T,

at 6 P. M., the REAL ESTATE therein de-ceribed as follows: "All that lot of land com-mencing on the west side of First street, 43 feet north of Orange street; thence running northwardly and fronting thereon 23 feet, and running back between parallel lines 90 feet." TERMS: Cash as to \$170, with interest from July 12, 1892, and expense of sale, and balance as may be announced. as may be sunounced.

J. THOMPSON BROWN & CO.

LEROT E. BROWN.

Trustee jy 27-td LEROY E. BROWN. Trustee.

REAL ESTATE AT PRIVATE SALE.

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HOUSES AND LOTS FOR SALE __ON__

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-:0:--Only a mile and a quarter from centre of the city. Viaduct in process of erection. Stop paying rent and own your home. Apply to

JAMES H. BARTON, fe 22-1v 819 MAIN OR BARTON HEIGHTS.

FOR RENT.

FOR RENT. - WANTED TO BENT, A WELL Highted room with power suitable for light manufacturing purposes. Heated by steam, Conveniently located as to wharves and railroad. Address E. F. JOHNSON & CO., Twenty-sixth and Main streets, Richmond, Va.

WANTS.

WANTED-A YOUNG MAN NOT UNDER TWENTY-ONE YEARS OF AGE, with fair education. One who has personal acquaintance with the merchants of Richmond. Va. and out of employment, preferred. Address, in own handwriting. DIVISION, 1927-1w P. O. Box 456. Richmond, Va.

WANTED-BY A YOUNG LADY OF EXT PERIENCE and a graduate of a fine Southern college, a position as TEACHER, college or graded school preferred, Book-keeping and English a specialty. Terms very reasonable. Address Miss M. Stafford, Hampton county, S. C. iy 23-64 s

WANTED-A LADY GRADUATE, QUALI-FIED to teach English, Latin, French, Mathematics and Instrumental Music desires a situation in a school or private family. Has had'six years' successful experience, and can furnish good testimonials and references. Please estate salary and address "G," care R. N. POLLARD, Esq., Cumnor, Va. jy14-th,su.tu3w

E VERYBODY TO KNOW THAT AT THE Corner Eighth and Main streets there is a FIRST-CLASS RETAIL DRUG STORE, Open all night Best Soda Water, Cooling Drinks

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BOARDERS WANTED FOR AUGUST AND SEPTEMBER. Very cool, healthy piace near Chesapeake and Ohio railroad. Plenty of milk, butter and ice. Terms moderate. Address Mrs. Terrell, Louisa Courthouse.

WANTED -AT 412 NORTH TENTH STREET A FEW GENTLEMEN BOARD-ERS. Special rates to party of two or more. Private family, central location and accommodations first-class.

A PEW GENTLEMEN CAN'BE ACCOMMO-DATED WITH BOARD IN A PRIVATE FAMILY. Apply at 306 south Fourth street (Gamble's Hill).

LOST. LOST-A RED IRISH SETTER tail and auswers to the name of "Dandy." Liberal reward if left at The Times Office.

L OST, BETWEEN FIRST AND SECOND on Broad, one Pocket-Book containing between sixty and seventy dollars. A reward of \$25 will be given to any one returning it to the Dispatch office.

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IMPORTED GINGER ALE, RASPBERRY SYRUP and VINEGAR, LIME JUICE and CLARETS, French and Domestic: GERMAN and CALLFORNIA WHITE WINES, SPANISH and CALLFORNIA PORT and SHERRY WINES, the oldest and purest FRENCH COGNAC BRANDIES, IMPORTED BITTERS, EXTRA FINE and OLD T. E. FEPPER, GIESON, WILSON and MONTICELLO PURE RYE WHISKIES, Imported and Domestic LAGER BEER, ten different kinds. Everything at lowest prices at lowest prices at HERMANN SCHMIDT'S. 500 east Broad st.

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N-& W Norfolk Western R.R.

SCHEDULE IN EFFECT JULY 17, 1892 LEAVE RICHMOND (DAILY).
BYRD-STREET STATION.

Stop a. M., Richmond and Norfolk through
express. Arrive Norfolk this A. M.
Stops only at Petersburg, Waverly
and Suffolk.

9:00 A. M., For Lynchburg, Roanoke and intermediata stations. No companies

9:00 A. M. For Lynchburg, Roanoke and intermediate stations. No connection
beyond E-anoke except for Winston-Salem division.

12:20 P. M. For Reanoke, Radford, Pulaski,
Bristol and all points South and
West via the East Tennessee, Virginia and Georgia railroad. Parior car Petersbarg to Boanoke, and
Puliman sleeper Roanoke to Memphis via Knoxville and Chattanooga.

phis via Knoxville and Chattaneoga.

2:58 P. M., Daily for Suffolk, Norfolk and intermediate stations, arrives at Norfolk at 6 P. M.

6:45 P. M., Arrives at Norfolk at 9:20 P. M.

11:40 P. M. For Roanoke, Radford, Pulsari,
Bristol, Also for Bluedeld, Pocahontas, Elkhorn and stations on
Glinch Valley Division. Also for
Louisville and stations on L. & N.
R. K. via Norton: also for Rocky
Mount and all stations on WinstonSalem division. Pullman palace

Mount and all stations on Winston-Salem division. Pullman palace sleeper between Richmond and Lynchburg. Berths ready for occupancy at 9:00 P. M. Also Pullman alloeper Petersburg to Louisville via Norton.

Trains arrive Richmond from Lynchburg and the West daily at 7:44 A. M., 2:15 P. M. and 7:45 P. M., from Norfolk and the East at 10:30 A. M., 2:15 P. M. and 6:33 P. M.

"Washington and Chattanooga Limited." a train of Fullman coaches and sleeping-cars, runs daily via Shenandoah Valley route, stopping only at Lursy, Shenandoah, Basic. Roanoke and Radford,

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RICHMOND, FREDERICKSBURG AND PO. TOMAG BAILBOAD.—Scholule commence ing APRIL 25, 1892 Eastern standard time.

ing APRIL 25, 1821 Bastern standard time.

8Di A. M., leaves Byrd-street station daily; stops only at Ashland, Boswed, Milford, Fredericksburg, Brooke and Widewater, Sleeper Washington and New York, Arrives at Washington at 1201 P. M.; Baltimore, i. P. M.; Philadelphia, 3:48 P. M.; New York, 50 P. M. leaves Byrd-street station daily except Sunday, Buffet Parlor Car Richmond to New York, Arrives at Washington at 4:10 P. M.; Baltimore, 5:24 P. M.; Philadelphia, 7:49 P. M.; New York, 10:23 P. M. Heaves Byrd-street station daily. Sleeping car Richmond to New York Stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater, Stops at their stations on Sundays, Arrives at Washington at 1:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:33 A. M.; New York 6:50 A. M.

8:50 A. M., arrives at Byrd-street station daily. Sleeper from New York Stops only at Widewater, Brooke, Fredericksburg, Milford, Dowell and Ashland, Stops at other stations on Sundays, Leaves Washington at 4:50 A. M.

2:23 P. M., arrives at Byrd-street station daily. Stops at Fredericksburg, Milford, Dowell and Ashland, Stops at Fredericksburg, Milford, Dowell and Ashland, Stops at Stops at Stops only at York to Washington and Washlugton to Richmond, Goes not stop at Elba, Leaves Washington at 5:07 A. M.

9:25 P. M., arrives at Byrd-street station daily except Sunday, Buffet Parlor Car New York to Richmond, Leaves Washington at 5:07 P. M.

FREDERICKSBURG ACCOMMODATION, DAILY EXCEPT SUNDAY.

4.00 P. M., leaves Byrd-street station; arrives

DAILY EXCEPT SUNDAY. 4.00 P. M., loaves Byrd-street station; arrives
at Fredericksburg at 6:00 P. M.
suo A. M., arrives at Byrd-street station;
leaves Fredericksburg at 6:00 A. M.
ASHLAND TRAINS.

5:85 A. M., DAILY EXCEPT SUNDAY. 6:85 A. M., Davos Elba; arrives at Ashland as 6:82 P. M., Davos Elba; arrives at Ashland at

6:55 A. Ma arrives at Elba; leaves Ashland at 6:05 P. M. arrives at Elba; leaves Ashland at 5:18 P. M. C. A. TAYLOR, Traffic Manager. E. T. D. Myrks. General Superintendent.

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG BAILROAD Commencing SUNDAY, MAY 22, 1892, at 2 A. M., trains on this road will run as follows:

TRAINS SOUTHWARD. Arriva

No. Richmond. Petersburg. 33— '9:60 A. M. 9:35 A. M. Norfolk Special.
73— '9:15 A. M. 10:00 A. M. Through Train.
39— '8:10 P. M. 8:55 P. M. Accommodation.
41— '12:20 P. M. 1:00 P. M. Accommodation.
27— '2:58 P. M. 8:35 P. M. Fast Mail.
35— '5:45 P. M. 6:40 P. M. Norfolk Connec'n.
37— '11:40 P. M. 12:25 A. M. Accommodation.
43— 7:10 A. M. S:20 A. M. Sunday Accom.
45— 4:50 P. M. 5:45 P. M. Sunday Accom.

TRAINS NORTHWARD. Leave Arrrive Petersburg, Richmond Leavo

14-7 '7:05 A. M. 7:44 A. M. Fast Mail.
82-7 '7:30 A. M. 8:25 A. M. Accommod
54-9:20 A. M. 19:30 A. M. Norfolk Ir
88-1:35 P. M. 2:15 P. M. N. & W. Cor
78-75:30 P. M. 6:28 P. M. Through T
58-75:30 P. M. 6:28 P. M. Norfolk Sp
40-7:30 P. M. 6:38 P. M. Norfolk Sp
40-7:30 P. M. 9:55 A. M. Sunday Ac
6:30 P. M. 9:55 P. M. Sunday Ac
6:30 P. M. 9:55 P. M. Sunday Ac A. M. Accommodation A. M. Norfolk Irain. P. M. N. & W. Connec n P. M. Through Train. P. M. Norfolk Special. P. M. Accommodation

STOPPING PLACES. Nos. 14, 32 and 32 make no stops. Nos. 23, 34 and 78 stop on signal at Manchester. Drewry's, Centralia and Chester. No. 27 stops on signal at Manchester only for passengers purchasing tickets to regular stopping places for this train south of Petersburg. Nos. 32, 36, 37, 36, 39, 40, 41, 42, 43, 44 and 45 will stop on signal at all stations. Pullman Palace Buffet sleeping cars on all through trains. On trains Nos. 37 and 14 sleeping-cars between Richmond and Lynohburg. Va.

NEW LINE TO ATLANTA. GA.

Leaving Richmond 8:15 A. M. daily: spriving Weldon 12:20 P. M. and at Atlanta 6 A. M. via S. A. L. Through sleepers Fichmond to Weldon and Weldon to Atlanta.

THE ONLY ALL-RAIL LINE TO MORFOLK. THE ONLY ALL-RAIL LINE TO NORPOLK.

LEAVE.

Richmond. '9:00 A. M. Norfolk... 11:36 A. M.

Richmond. '9:00 A. M. Norfolk... 11:36 A. M.

Richmond. '5:46 P. M. Norfolk... 9:20 P. M.

Norfolk... '7:00 A. M. Richmond. 10:20 A. M.

Norfolk... '4:00 P. M. Richmond. 6:38 P. M.

The trains leaving Richmond at 9:00 A. M. and

Norfolk at 4:00 P. M. are solld trains between
these two points. and passengers go through
without change of cars. Close connections are
also made at Petersburg by the 5:40 P. M. and
2:56 P. M. trains from Richmond for Norfolk.

Trains leaving Richmond at 9:00 A. M. 19:20
P. M. and 1:40 P. M., and arriving at Richmond
at 7:44 A. M. 2:15 P. M. and 7:45 P. M. make
close connection at Petersburg to and from
Farmville, Lynchburg and West.

E. T. D. MyErichtendent.

E. T. D. MYERS. T. M. EMERSON, Traffic Manager.

RICHMOND CITY AND SEVEN PINES

Trains leave station. Twenty-sixth and P streets, as follows:

Leave Richmond. Seven Pines. 6:30 A. M. 5:30 A. M. 7:30 A. M. 12:00 M. 7:30 A. M. 1:30 P. M. 6:45 P. M. 5:45 P. M. 5:80 A. M. 7:80 A. M. 1:80 P. M. 5:45 P. M. BUNDAY. Leave

Forty-five minutes' run each way. Electric cars pass station.
Forfurther information call Phones No. 636 or in effect July 15, 1892

FARMVILLE AND POWHATAN RAILROAD, General Office, No. 703 east Main street. Schedule in effect siay 21, 1892. LEAVE RIOHMOND:

12.20 P. M. via Atlantic Coast Line for Farm-ville and intermediate points wast 5:45 P. M., via Atlantic Coast Line for Bermuda. ARRIVE RICHMONIA 10:30 A. M., via Atlantic Coast Line from Farm-ville and intermediate stations west of Chester. 8:25 A. M., via Atlantic Coast Line from Ber-muds.

All trains daily except Sunday.
Tickets on sale and baggage checked though
at UNION DEPOT.

P. TH. WILSON General Freight and Passenger Agent.

James E. Wente, General Manager. appropriate the control of the control o

PILES Remody Free, IMSTART RELITI, Fina cure in 10 days. Never returns; no purge; to suppository. A violim tried in vain every founds has discovered a simple outs, which he will mail free to his fellow sufferers. Address J. S. RETER, New 1200, Nov East Size. A. S.

RAILROADS.

RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST.

SCHEDULE IN EFFECT JULY 24, 1811

LEAVE RICHMOND:
TRAIN No. 11, 3:30 A. M.
COUTHERN EXPRESS, daily for Danville,
Particle of Charksville, Oxford, Henderson,
Durham and Raleigh through sleeper Righmond to Handleman, Halisbury, Asheville, Hos
Springs, Charlotte, Columbia, Aikon, Angusta,
Atlanta, Birmingham, Montgomery, New Orleans, Texas and California, Pullman palaces
sleeping-cars Richmond to Danville and Danville to Asheville, Hot Springs and Knoxville,
also Danville to Atlanta.

TRAIN No. 9, 3:00 P. M.
L'AST MAIL, daily, for all points South and
Soutwest, Connectis at Danville with Pullman Sleeper for Augusta and Atlanta: at Greensboro for Durham, Raleigh, &c. Connects at Salisbury for Asheville and Western North Carolina stations. Washington and Southwest Valtibuled Limited, south-bound, leaves Danvills
2:30 A. M.

TRAIN No. 17, 6:50 P. M.

A MELIA ACCOMMODATION, daily avents.

A MELIA ACCOMMODATION, daily except Sunday for Amelia Courthouse and intermediate points.

ARRIVE AT RICHMOND.

Train No. 12. 6:00 A. M.: No. 10, 5:30 P. M.: Na. 18, 8:45 A. M.

YORK RIVER LINE VIA WEST POINT DAILY EXCEPT SUNDAY.

THE FAVORITE ROUTE TO BALTIMORA PHILADELPHIA AND NEW YORK

LEAVE RICHMOND:
TRAIN No. 10, 2:10 P. M.

LOCAL EXPRESS, daily, except Sunday, stops at all stations. At Lester Manor coancets with stage for Walkerion; also connects with stage for Walkerion; also connects with Baltimore steamer as West Point.

TRAIN No. 16, 4:45 P. M.

BALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with fork river steamer for Baltimore. At Baltimore steamers connect with Baltimore and Ohiorall-road for Washington, Philadelphia and New York. FARE: Richmond to Baltimore, 22; to Washington, 23; to Philadelphia, 44:30; New York, 47.30.

STEAMERS LEAVE BALTIMORE 5 P. M.

FOR WEST FOINT, daily, except Sunday thence by Richmond and Danvill railroad to Richmond, arriving at 9:05 A. M. and 10:13

A. M.

TRAIN No. 48, 8:00 A. M.

JOCAL MIXED, daily avenut Sunday, leaven

A. M. TRAIN NO. 44, 8:00 A. M.

I OCAL MIXED, daily, except Sunday: leaves and intermediate points.

Ticket office at station for Verginia street open 8:00 A. M. to 6:00 P. M., and from 9:00 to 8:00 A. M. City ticket office, 901 Main street.

SOL. HAAS,
Traffic Manager.

W. H. GREEN, General Manager.

E. BERKELEY, Superintendent.

J. S. FOITS, Passenger Agent,
919 Main street, Richmond.

CHESAPEARE AND OHIO RAILWAY COM-

SCHEDULE IN EFFECT JUNE 30, 1892.

No. Bechmond. BROAD STREET STATION. 2- 8:00 A. M. Daily for Old Point.
32- 9:00 A. M. Daily for Norfolk and Old Pt.
Stops only at Williamsburg.
5- 8:00 P. M. Daily for Norfolk and Old Pt.
8:00 A. M. Except Sunday for Clifton Fgs.
1- 3:00 P. M. Daily for Cincinnati.
31- 6:85 P. M. Daily for Choswell.

No. Richmond. EIGHTH-STREET STATION. 9- 9:00 A.M. Daily for Lyn'bg&Clifton F'go

No. 5. Parlor Car for Clifton Forge connects at Gordonsville for Washington; at V. M. Junction for Lynchburg; at Basic City for Shenandoah Valley, North and South, and as Staunton for Harpor's Ferry.

No. 1. Pullman for Cincinnatt and St. Louis; supper in Dining Car.

No. 3. Pullman and Dining Car for Cincinnatt.
No. 3. Pullman and Dining Car for Cincinnatt.
No. 3. Pullman for Old Point, connects at Old Point for Norfolk daily except Sunday.

No. 3. Vestibule train for Old Point and Norfolk.

folk. No. 4. Pullman for Old Point, connects for Norfolk orfolk. No. 9. Solid train for Lynchburg and Clifton Forge. No. 11. Parlor Car for Lynchburg.

TRAINS ARRIVE AT BICHMOND. BROAD-ST. STATION. Arrive. 1 11:00 A. M. Daily from N'rf'lk and Old Pt.
31 6:50 P. M. Daily from N'rf'lk and Old Pt.
8 10:20 P. M. Daily from N'rf'lk and Old Pt.
9 5:55 A. M. Daily from Cincinnati.
2 8:50 A. M. Daily from Doswell.
4 2:50 P. M. Daily from Cincinnati.
6 7:80 P. M. Ex. Sunday from Citifton Figs.

EIGHTH-ST. STATION. 12- 8:80 A. M. Daily from Lohb g&Clifn Fg 10- 8:00 P. M. Daily from Lohb g&Clifn Fg JOHN D. POTTS, Division Passenger Agent.

STEAMSBILLS.

No. | Arrive.

VIRGINIA STEAMBOAT COMPANYS

V JAMES RIVER LIME for the seashore. Cheapest and most pleasant route to Norfolk Portsmouth, Old Point, Newport News, Claremont and James River landings. Connections at NEWPORT NEWS. (1), POINT and NORFOLK for Hampton and Smithfield, Va., Washington, D. C., Baltimore, Philadelphia and New York James River by daylight. Great tourse lina Jamestown, Butch Casp and war seemery. Rates less than half charged by rail. Fare to Portsmouth and Norfolk, 21 on Experiment, Street, Leaves Richmond every MONDAY, WEDNESDAY AND FRIDAY AT A. M. (STREET, CARS GO DIRECTLY TO STEAMER, SWHARF) for above-named places. Through itselfs on sale on steamer and at Garbeit Agency. No. 201 Main street, Bagage checked through, state-rooms engaged for day or night. Agency. No. 901 Main street, Baggage cheekers through state-rooms engaged for day ornight. Freight: Freight received daily for above-named places and Eastern North Carolina also, for Eastern Shore of Virginia and sill regular landings on the James rive, at LOW-EST RATES, and through bills issued.

LUCIEN B. TATUM, Vice-Fresident.

No. 1117 Main street and Booketts.

Invis Weisigen, Freight and Passenger Avent.

PHILADELPHIA, RICHMOND AND NOR-Appeinted sailing days every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers re-ceived till 11:30 A. M. For Sunday's steamers re-till 5 P. M. Saturday freight received daily till 5 P. M. O Philadelphia

Fare to Philadelphia.
For further information apply to
J. W. MocARRICK.
General Southern Agent.
Office, Rockett
W. P. CLYDE & CO.

OLD DOMINION STEAMSHIP COMPANY. TRI-WEEKLY LINE FOR NEW YORK.

Steamers leave Richmond EVERY TUES.
DAY. WEDNESDAY and FRIDAY at 5 P. M.
Manifest closed one hour before salling time.
Steamers leave New York from Pier 18.
North liver) for Richmond BVERY MONDAY.
WEDNESDAY and SATURDAY at 3 P. M. arriving in Richmond MONDAY, WEDNESDAY
and FRIDAY MORNINGS.
Passenger accommedations unsurpassed.
Cabin fare to New York including meals
and berth) via James river route. 2 9 00
Round trip tickets. limited to thirsy days
after date of issue. 10.
Steerage fare, with subsistence. 5 00
Cabin fare via Chesapeako and Ohio railway and Richmond and Petersburg
railroad, tickets limited to fifteen
days.
Tickets can be obtained at Richmond Transfer Company, 90] east Main street; Chesapeake
and Ohio and Richmond and Petersburg days. TRI-WEEKLY LINE FOR NEW YORK.

Tickets can be obtained at Richmond Transfer Company, 901 east Main street; Chesapeaks and Ohlo and Richmond and Petersburg depots, and as the company's office, 1301 east Main street, and wharf, Rockests.

Freight received daily until 5 P. M. Passengers leaving Richmond on MONDAYS. WEDNESDAYS, THURSDAYS and SATURDAYS by the Chesapeake and Ohio railway (via Newport News) at 8:20 A. M. and 8 P. M. and by Richmond and Petersburg railroad, came days, at 9 A. M. and 2:28 P. M. will make connection at Norfolk with steamers leaving those days.

connection at Nortola with those days.

GEORGE W. ALLEN & CO., Agents.

No. 1801 Main street, and iv 19-tf Company's Wharf, Recketts.

PRINTING.

WHITTET & SHEPPERSON.